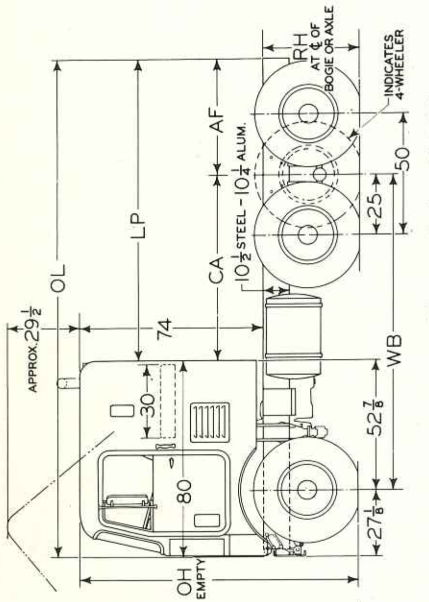
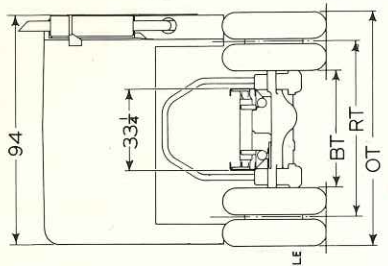
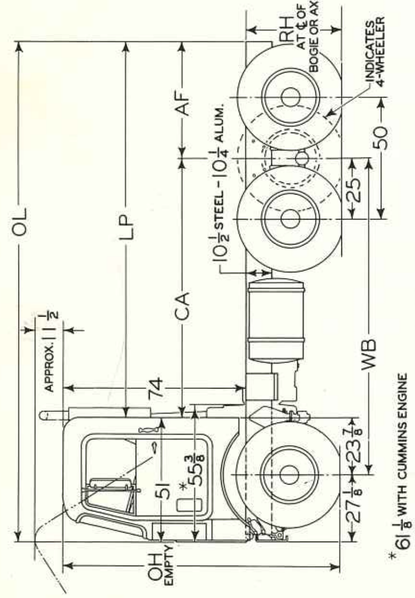
G MODEL SERIES CHASSIS DIAGRAMS



Sleeper Cab—CAS 29



Standard cab only has rear window



*6⅛ WITH CUMMINS ENGINE

Standard Cab—CA 29

FOUR-WHEELER

WB	Standard Cab LP	Standard Cab CA	Sleeper Cab LP	Sleeper Cab CA	AF	OL	Turning Circle Dia. (Outer edge of tire) approx. Left	Turning Circle Dia. (Outer edge of tire) approx. Right
116½	125⅝	92⅝	96⅝	63⅝	33	176⅝	45 ft.	43 ft.
208	341	184⅛	312	155⅛	156⅞	392	80 ft.	75 ft.

TIRE SIZE	OH Approx.	RH Loaded	OT	RT	BT
			Spoke Wheels		
10.00-20	113	38	95 5/16	71⅜	47 7/16
10.00-22	114	39	95 5/16	71⅜	47 7/16

SIX-WHEELER

WB	Standard Cab LP	Standard Cab CA	Sleeper Cab LP	Sleeper Cab CA	AF	OL	Turning Circle Dia. (Outer edge of tire) approx. Left	Turning Circle Dia. (Outer edge of tire) approx. Right
143	167⅛	119⅛	138⅛	90⅛	48	218⅛	63 ft.	59 ft.
156	180⅛	132⅛	151⅛	103⅛	48	231⅛	68 ft.	64 ft.
186	269	162⅛	240	133⅛	106⅞	320	79 ft.	75 ft.
244	341	220⅛	312	191⅛	120⅞	392	101 ft.	95 ft.

TIRE SIZE	OH Approx.	RH Loaded	OT	RT	BT
			Spoke Wheels		
10.00-20	113	38½	95 5/16	71⅜	47 7/16
10.00-22	114	39½	95 5/16	71⅜	47 7/16

Frame heights are subject to variations of 5%.

143 WB standard for G-75/753LST only, not available for G73/733LST.
Chassis dimensions are in inches and are for standard chassis unless otherwise denoted.

There being no annual series models of MACK products, refinements and improvements are effected whenever sound development and thorough trial prove them to be advantageous. The right is therefore reserved to change specifications or prices without notice. Illustrations are not necessarily a representation of standard specifications.

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MACK TRUCKS, INC.
Plainfield, N. J.

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THE NEW G MODEL SERIES

- AMPLE ECONOMICAL POWER
- WEIGHTSAVING DESIGN
- FRONT AXLE FORWARD
- SHORT YET ROOMY CAB
- HAULS MORE—DEPENDABLY

Proven diesel power under a new short yet roomy, forward tilting aluminum cab with front axle forward—the G model series are Hauling Chiefs in over-the-road tractor operations—with traditional Mack dependability. The rugged four- or six-wheelers are weightsavers from bumper to rear crossmember—with further reduction through an optional aluminum frame. The standard cab permits 25-foot double bottoms, an optional sleeper cab permits a 30 inch mattress with luggage space to spare. Dependable hauling of large gross combination weights is the achievement of the G series.

Low-cost operation is assured by either a Mack economy champion diesel engine in the G-75 and 753 series, or by a Cummins diesel in the G-73 and 733 series—each offers the naturally aspirated or turbocharged versions. These powerful diesels are sure to set new standards in profits through less down time and with reliable deliveries over arduous routes at demanding schedules.

Mack built components – proven reliable in years of operation are available in a wide variety—to meet economically various operating demands. The several multi-speed transmission types are designed and proportioned for long-life. Rugged rear axles for four-wheelers are of proven endurance with a choice of ratios. Six-wheelers have the Mack Balanced Bogie with the famed Mack Power Divider which transmits power in favor of the non-slipping wheel. Front axles are of the wide type with husky center section and sturdy knuckles and steering linkage. Frames have a generous factor of safety for strength requirements with either the heat treated steel or the optional aluminum side rails.

Aluminum cab has extra large windshield, convenient controls and instruments, spacious cubic interior and excellent ventilating features. Routine servicing is easily accomplished without tilting cab—a manual hydraulic lifting device tilts the cab forward for full accessibility to the engine.

G SERIES FOUR-WHEEL MODELS

Condensed Specifications

MODELS	G-73LT	G-733LT	G-75LT	G-753LT
ENGINE—Std.	NH-220-L	NT-6-BL	ENDL 673	ENDLT 673
Opt.	—	NTO-6-BL	—	—
CLUTCH—Std.	CL 28	CL 282	CL 28	CL 28
Opt.	CL 50	*CL 50 *Oblig. NTO-6-BL	—	—

WHEELBASE—Std.	116½″
Platform—Std. Cab	125⅝″
Slp. Cab	96⅝″
WHEELBASE—Opt.	208″
Platform—Std. Cab	341″
Slp. Cab	312″
TRANSMISSION—Std.	TRDL 72, 10-speed, direct, Duplex
Opt.	TRDL 720, 10-speed, overgear, Duplex
Opt.	TRDL 725, 10-speed, direct, Unishift
Opt.	TRDL 7250, 10-speed, overgear, Unishift
Opt.	TRTL 72, 15-speed, Triplex
Opt.	TR 720, 5-speed, overgear and B/L 8035 G 3-speed Aux.
Opt.	TR 720, 5-speed, overgear with two-speed axle only
STEERING GEAR—Std.	SG 26
FRONT AXLE—Std.	FA 512, brake size: 16½″x4″x¾″, 276 sq. in.
Opt.	FA 5141, no brakes
Opt.	FAL 523, brake size: 16½″x4″x¾″, 276 sq. in.
Opt.	FA 5231, no brakes
REAR AXLE—Std.	RADL 5151, brake size: 16½″x6″x¾″, 414 sq. in. Carrier, CRDL 91; Ratios: 4.39, 5.07, 5.46, 6.45
Opt.	RADL 5152, brake size: 16½″x7″x¾″, 476 sq. in. Carrier, CRDL 91; Ratios: 4.39, 5.07, 5.46, 6.45
Opt.	†RA2DT 521, brake size: 16½x6″, tapered, 372 sq. in.
Opt.	†RA2DT 5211, brake size: 16½″x7″, tapered, 434 sq. in. Carrier, CR2D 106; Ratios: 4.77-6.38, 5.54-7.42, 6.26-8.38 †With 5-speed Transmission and Disc Wheels only
FRAME—Std.	10½″x3¼″x¼″; Alloy steel, heat treated; section modulus, 11.8
Opt.	10¼″x3¼″x13⁄16″ flange and ½″ web; Aluminum; section modulus, 28.2
WHEELS—Std.	Cast, spoke
Opt.	Disc—Hi-Tensile or Aluminum
TIRES—Std.	10.00-20 (12P), 7.5 Rims
Opt.	10.00-22 (12P), 7.5 Rims
FUEL TANK—Std.	Aluminum, round, 55 gal., left side
Opt.	Aluminum, round, 55 gal., right side
CAB—Std.	CA 29, Aluminum, C. O. E., forward tilting
Opt.	CAS 29, Sleeper, Aluminum, C. O. E., forward tilting

WEIGHTS, Est. lbs.—Std.				
Front	6,660	6,770	6,395	6,505
Rear	3,780	3,785	3,780	3,785
Total	10,440	10,555	10,175	10,290

ALUMINUM IN STANDARD CHASSIS — Front bumper; Cab; Engine front support; Engine rear brackets; Transmission main case; Front and rear spring brackets; air reservoir; Front and rear axle brake chamber brackets, spiders and shoes; Rear axle carrier housing; Radiator upper tank, lower tank and side plates; Frame cross members. Mack engines—engine flywheel housing, front and rear water manifolds, inlet and outlet water fittings, valve lifter covers, cylinder head covers, lower crankcase. Cummins engines—engine flywheel housing, front gear cover.

G SERIES SIX-WHEEL MODELS

Condensed Specifications

MODELS	G-73LST	G-733LST	G-75LST	G-753LST
ENGINE—Std.	NH-220-L	NT-6-BL	ENDL 673	ENDLT 673
Opt.	—	NTO-6-BL	—	—
CLUTCH—Std.	CL 28	CL 282	CL 28	CL 28
Opt.	CL 50	*CL 50 *Oblig. NTO-6-BL	—	—
WHEELBASE—Std.	156″		143″	
Platform—Std. Cab	180⅛″		167⅛″	
Slp. Cab	151⅛″		138⅛″	
WHEELBASE—Opt.	186″		156″	
Platform—Std. Cab	269″		180⅛″	
Slp. Cab	240″		151⅛″	
WHEELBASE—Opt.	244″		186″	
Platform—Std. Cab	341″		269″	
Slp. Cab	312″		240″	
WHEELBASE—Opt.	—		244″	
Platform—Std. Cab	—		341″	
Slp. Cab	—		312″	

TRANSMISSIONS—Std.	TRDL 72, 10-speed direct, Duplex
Opt.	TRDL 720, 10-speed, overgear, Duplex
Opt.	TRDL 725, 10-speed, direct, Unishift
Opt.	TRDL 7250, 10-speed, overgear, Unishift
Opt.	TRTL 72, 15-speed, Triplex
Opt.	†TR 720, 5-speed, overgear and B/L 8035 G 3-speed Aux. †Requires 244″ wheelbase
STEERING GEAR	SG 26
FRONT AXLE—Std.	FA 512, brake size: 16½″x4″x¾″, 276 sq. in.
Opt.	FA 5141, no brakes
Opt.	FAL 523, brake size: 16½″x4″x¾″, 276 sq. in.
Opt.	FA 5231, no brakes
BOGIE—Std.	SWDL 56, brake size: 16½″x6″x¾″, 828 sq. in. Carriers, CRDP 92 & CRD 93; Ratios: 4.45, 5.08, 5.77, 6.45
Opt.	SWDL 561, brake size: 16½″x7″x¾″, 952 sq. in. Carriers, CRDP 92 & CRD 93; Ratios: 4.45, 5.08, 5.77, 6.45
FRAME—Std.	10½″x3½″x¼″, Alloy steel, heat treated; section modulus, 11.8
Opt.	10¼″x3¼″x13⁄16″ flange and ½″ web; Aluminum; section modulus, 28.2
WHEELS—Std.	Cast, spoke
Opt.	Disc—Hi-Tensile or Aluminum
TIRES—Std.	10.00-20 (12P), 7.5 Rims
Opt.	10.00-22 (12P), 7.5 Rims
FUEL TANK—Std.	Aluminum, round, 55 gal., left side
Opt.	Aluminum, round, 55 gal., right side
CAB—Std.	CA 29, Aluminum, C.O.E. forward tilting
Opt.	CAS 29, Aluminum, C.O.E., forward tilting

WEIGHT, Est lbs.—Std.				
Front	6,835	6,945	6,570	6,680
Rear	6,800	6,770	6,770	6,740
Total	13,635	13,715	13,340	13,420

ALUMINUM IN STANDARD CHASSIS — Front bumper; Cab; Engine front support; Engine rear brackets; Transmission main case; air reservoirs; Front and rear axle brake chamber brackets, spiders and shoes; Rear spring and housing caps; Radiator upper tank, lower tank and side plates; Frame cross members. Mack engines—engine flywheel housing, front and rear water manifolds, valve lifter covers, cylinder head covers, lower crankcase. Cummins engines—engine flywheel housing, front gear cover.